

# THE GLOBE-REPUBLICAN.

DODGE CITY, KANSAS, THURSDAY, DECEMBER 21, 1905.

THIRTIETH YEAR, VOL. XXIX, NO. 11

Did you get a letter from

## Martin Bros.

this week. We are giving away dimes to beat the band.

We have the best

## Niggerhead Coal Rockvale Canon Coal

## Holidays are Approaching

And we will as formerly give away five valuable prizes

### FREE FREE FREE

1st prize \$65.00 Genuine Diamond Ring.  
2nd prize three piece Silver Berry Set.  
3rd prize four piece Manicure Set, Ivory Handles.

4th prize Ladies' or Gent's Fine Silk Detachable Handled Umbrella.

5th prize Sterling Silver Toilet Set, Brush and Comb.

To the party holding the lucky number. Every purchaser to the amount of one Dollar is entitled to one number during the month of December. We have the finest and best selected stock in the city. Come in and examine the prizes.

## V. J. TIEFENBACH JEWELER

### FREE ENTERTAINMENT

Santa Fe Reading Rooms Bringing Mr. Blanchard to Dodge City.

A free entertainment will be given on Friday evening of this week at Gluck's Opera house under the auspices of the Santa Fe reading room. Mr. Frederic M. Blanchard of the University of Chicago will give a Shakespearean recital. He will put on "The Merchant of Venice." Mr. Bussier, superintendent of reading rooms says in his announcement: "Mr. Blanchard does not only read it, but he acts it. The history of the period, the social and religious life, the correct setting of the marvelous drama, the breathing of the spirit of the great dramatist, are a few of the literary luxuries to be given you by Prof. Blanchard. Hon. A. W. Dana says of Prof. Blanchard: "Shakespeare's great plays depend so little upon scenic effects that, in Mr. Blanchard's recitals the audience misses neither scenery nor costume. In some respects such a recital by a master is superior to a presentation by a theatrical company. Usually not more than one or two stars are found in a company, while in Mr. Blanchard's impersonations, a Master recites the major portions of the play, and in turn, takes the parts of all the important characters."

This is a splendid opportunity. Let every one read the play before Blanchard arrives."

Gentle driving horse for sale.  
21 Mrs. L. A. Elliott.

### A "Crack" Engineer.

The Santa Fe Company has issued a booklet which gives a history of the famous run of the "Scott Special" giving special mention of the nerve and capable engineers who made the run between the different divisions. Engineer H. G. Simmons of Dodge City receives probably the strongest endorsement from the company of any of the engineers who helped to make the famous run. The booklet says of Mr. Simmons:

"H. G. Simmons was promoted from fireman to engineer in 1887; ask about his record and the superintendent's office will tell you he got ten credits once for discovering a broken rail in time to prevent an accident; and for fast running, he travels where poother kind is allowed."

### WORK HAS STARTED.

On the Santa Fe line from Medicine Lodge to Dodge City.

It is reported from Topeka that F. M. Jones has been sent to Medicine Lodge as engineer for the construction of the new Santa Fe line from that place to Dodge City. Active work is now in progress on this line between Medicine Valley Railway and from present appearances the company seems determined to lose no time in building it.

### BIG RED APPLES.

The Ford County Apple Can't be Beaten for Flavor and Color.

The shift westward of the rain belt and the wheat belt in Kansas has been followed by the fruit belt. Expert wheat men are confident that for the next fifteen years Ford county will be in the best yielding wheat district in Kansas. For the past few years Reno county, considered near the western border of the fruit district has led the state in apples. Ford county is now producing good apples, better in flavor and coloring than those raised in Reno county. Some of the best apples seen here this season, best in every particular, were raised by Mr. Tucker on his place near Howell. Mr. Tucker raised some Ben Davis apples this year that are fine enough to go on exhibition in a fruit show in any country. Ford county will be known yet as a fruit country and home makers here should be planting more orchards.

### Notice.

All persons knowing themselves to be indebted to us, kindly call and settle on or before Dec. 31st.

Thanking you for past patronage and assuring you of our kindest regards, we are

Very Respectfully  
S. T. & J. E. WILLIAMS.

### Notice.

Frank Ridenour, representing the E. Rayl & Company nurseries, will call on the people of Ford county after January 1, ready to take orders for trees. Save your orders for him.

## BUSY OLD DODGE

### MANY THINGS COMING HER WAY AND THEY LOOK GOOD.

### COMMERCIAL CLUB WATCHING

### And Working For Future--Letter From Mr. Corey On Railroad Prospects.

The Commercial club committee have plenty of encouragement in their undertaking to add in various ways to the interests of Dodge City. The prospects for the big flouring mill are good, the sugar beet tests will be made—and there is further information now that the big company, operating at Garden City will undertake gigantic enterprises in Ford county—the Santa Fe road from Medicine Lodge to Dodge City is being surveyed, the Orient is trying to purchase the D. E. & G. with the purpose of extending it through this country, and the extending of the Rock Island from Dodge City north west is extremely probable. The hotel proposition is in a promising condition, one elevator is assured and others actively making plans, large wheat farmers are coming in almost daily, plans for new Santa Fe buildings in 1906 seem to be fully made, land buyers are coming in in droves, and the streets are full of people.

The Commercial club certainly has reason to feel encouraged.

The club met at the Eagles rooms Tuesday night. In the absence of President Russell, Vice President Hoover presided. The attendance, as at all other meetings was good. The committee reported to be actively at work in their various lines. Judge Milton in a talk before the club expressed his complete confidence in the ability of the organization to work great changes and to secure great benefits for this city and county. The next meeting of the club will be held two weeks from last Tuesday night at the Eagle's club rooms.

During the last meeting an interesting letter regarding railroads from J. A. Corey of this city was read. There was a good deal of sound judgement shown in this letter and it is given here so that those who were not present may read it:

Dodge City, December 14th 1905.

A. Russell, Esq. President Commercial Club.

E. N. Slocum, Esq. Chairman Railroad Committee.

Gentlemen:

Now that the time has seemingly arrived when the citizens of Dodge City have awakened to their interests, perhaps a few suggestions relative to the railroad situation in connection with the matter, may not be out of place. Suggestions are of no detriment, and cost no money, so long as they are not acted on, and while it may take a few moments of your valuable time to read this letter, it will not take very long to throw it in the waste basket, if there is nothing in it that, in your opinion, has any bearing on the subject, or that would be considered of any merit. Our distinguished fellow citizen and eminent jurist stated to the club the last meeting, that these projected railroads, tending in this direction, were all on paper. While this is true, let us see what the prospects are for them to remain so a very great length of time. A railroad from some point on the Gulf of Mexico, to the Pacific Northwest is as inevitable as fate, and the recent charters which have granted in the Indian Territory and Kansas, leading in a Southeast direction, constrain me, at least to believe that the time is near at hand when this move will assume definite shape, and when once started, there is no question but what it will be rapidly pushed to completion. People no longer carry the opinion that there are only three seaport cities in this great land of ours, Boston, New York, and San Francisco. The Gulf of Mexico ports are demanding and are getting a large portion of the ocean freight which formerly was consigned to Atlantic Coast points, while the Commercial giant of the northwest, Seattle is crowding the Golden Gate city hard for supremacy on the Pacific side. Again, the time seems to be at hand, when railroads no longer are to recognize each others territory as forbidden

ground, but all the trunk lines are looking for new fields, in whatever direction so long as it is good territory to them. The Gould System, the Burlington, the St. Paul and the Northwestern, are all headed for the Pacific slope, but these are all east and west lines, with, however, close connections, or traffic arrangements with those which come from the Gulf territory, but there are none west of Kansas City. It follows then, that the necessity for a Northwest Southeast line is becoming plainly apparent. There are thousands of cars of cotton shipped annually from the cotton growing states, to Japan and China, the larger portion of which is routed via St. Paul and the Great Northern road, the same may be said of the Banana trade. Train load after train load of them leave New Orleans daily for the north many of them consigned to Denver, Salt Lake, and in fact numerous cities in the far west and northwest. These mostly come north to Kansas City and Omaha, before they are started west. And the same may be said of hundreds of other commodities in the business world. A line from New Orleans to Seattle would cross every Trans-Continental line in the United States but two the Southern Pacific and the Great Northern, and possibly the Northern Pacific, and it is manifestly clear that it must be a paying investment from its very inception. The only line of this sort, west of the Missouri river is the Colorado Southern, originally the Fort Worth and Denver, and when Morgan Jones projected this road, it is safe to say, that he had far reaching plans, looking toward a northwest outlet. This one road does not fill the demand of the commercial world, and there must be one built in the near future which will. Now then, in what way does this movement affect Dodge City. There is no road going to be built in this direction, which does not have Denver as its middle objective point. A line drawn from New Orleans to Denver, does not come very far from Dodge City, neither is it so far away from other places in this section. It is no sure thing that it is necessary for it to cross the Santa Fe at any particular point. There is not a city between Pueblo and Hutchinson that is not looking for a movement of this kind to start, that is, if they happen to have any business aspirations. Crossing the Santa Fe at Dodge City would mean a division point here, which means doubling the number of railroad employees, and also means doubling the amount of money which they divide among the merchants, and other business interests. If it should be the Santa Fe who builds this line it would mean more shops, more buildings of all kinds, more people and more money for all. It would probably cross the Texas division at Oklahoma City or Guthrie, making a short cut for people in this section to reach Oklahoma and Texas points, it also means that our people can reach Denver and the northwest without going round by Pueblo, which is no direct route, by any means. The Hill interests have secured control of the M. & T. line, other big systems are after the Colorado Southern, and either the Santa Fe or Rock Island, perhaps both, will certainly put such a line through in the near future. It may halt a while at Denver, but not for long. The constantly increasing volume of commerce demands that this line must be built, and it is manifestly clear that Dodge City should be the point where it crosses the main line of the Santa Fe road. Give us this line in addition to the others that will want to come here, and we will have the best town between the Rocky mountains and Hutchinson.

We cannot afford to lose this, but we must not let the idea prevail that it will come to us whether or no. Garden City, Holly, Lamar, Rocky Ford and Pueblo, to the west, and Great Bend, Hutchinson and other places have their eyes open, and will let no good chance escape. To go back to the start of this letter, this road is, like more of them, on paper, but it will not remain there. It is going to be built. It is going to be built to operate, not to sell to some big system to become a railroad by word, as some lines we know of not far away.

Gentlemen, we need this in our business, and I am confident that our railroad committee, and commercial club are progressive and energetic enough to secure it. Respectfully,  
J. A. COREY.

### BUFFALO MEAT

On Sale for Christmas at the F. A. Manda Market.

F. A. Manda will have Buffalo meat from the Yellow Stone park on sale for Christmas. Old timers and new comers have one more chance to get a taste of Buffalo. It will probably be their last chance.  
F. A. MANDA. It

WANTED—By Chicago manufacturing House, person of trustworthiness and somewhat familiar with local territory as assistant in branch office. Salary \$18 paid weekly. Permanent position. No investment required. Previous experience not essential to engaging.  
Address, Manager Branches, Como block, Chicago.

## PALACE DRUG STORE

Here are some of the Christmas things that you can find here.

**BOOKS**—all kinds and prices

**TOILET CASES**—\$1.00 and up

**FOUNTAIN PENS**—Waterman's Ideal and Conklin's Self Filler. Guaranteed goods

**FINE PERFUME**—Holiday packages of GOOD Perfume Also a large assortment of odors in bulk.

**PYROGRAPHIC GOODS**—Outfits, Postals, Necktie Racks, Lacques, ect.

**GAMES**—All kinds

**BURNT LEATHER**—A swell line at right prices.

**KODAKS**—The kind for amateur Photography

**BIBLES**—All kinds and prices.

## CHRISTMAS CANDLES HUYLER'S CANDIES

## PINE & BOND DRUG COMPANY

### HERE BOYS, READ THIS.

Any Boy Can Have a Watch, a Beauty, too, if He Wants It.

Any boy who wants to carry a nice watch can earn one in a short time by bringing in five new subscribers to the Globe-Republican. The watch is a beauty. It is the watch which is sold in Dodge City at P. H. Young's jewelry store for \$1.50, handsome case, stem wind, stem set, and a good time keeper. It is the marvel of the age how this watch can be made for the price it is sold at. It will be found much superior in all ways to the "dollar watch." To get one of these watches you have only to bring in five new subscribers with the regular subscription price of \$5.00 and you will be given the watch for your trouble.

Call at this office, see the watch, and get further particulars.

### MAY GET ORIENT

That Road Seems To Be Pointing In This Direction.

There is a strong rumor out that the Orient road has purchased or will purchase the Denver, Engle & Gulf and extend it through this country to its original destination at Denver, and perhaps farther.

The Orient wants a road which will not only cross the Kansas wheat belt, but will reach toward the western coast. This disposition of the D. E. & G. is another good looking prospect for Dodge City. We'll watch it.

### Notice.

If George Schneider, born in Munich, Germany, and later living in Philadelphia from whence he disappeared about 20 years ago, and would now be 34 years old, will communicate with his sister Louise Schneider, care Drug Store at 22 street and Allegheny Avenue, Philadelphia, Pa., he may hear something to his advantage.

### LOCAL NEWS NOTES.

Hot Soda at Gwiner's bakery and confectionery.

For strictly hand painted China of quality see P. H. Young Jeweler. Also the finest of Cut Glass in the City. If

The S. S. club was delightfully entertained last Friday by Mrs. H. A. Burnett at her beautiful new home on Railroad Ave. A large number of members were present and seven guests, Mrs. Finley, Miss Milton, Miss Whitworth, Mrs. Erlougher, Mrs. Harry Erlougher, Mrs. Grayes and Mrs. O'Neal. Mrs. Burnett was assisted in serving refreshments by Mrs. Glen Lawrence and Mrs. O'Neal. The club will entertain their husbands at seven o'clock dinner Dec. 29th at the home of Mrs. Glen Lawrence. The regular meeting will be Jan. 5th with Mrs. Gordon Fox.

The attention of Secretary Coburn is called to the extraordinary experiments of Nicholas Mayrath of Ford County in wheat raising. Mr. Mayrath has given much study to scientific experiments in wheat growing. By a long series of endeavors he has built up a species of wheat that is truly remarkable. This year he reached almost the height of his ambition. There appeared in his small test field, according to his report, several large stems amounting almost to small trees. Upon each of these "wheat trees" appeared, instead of the usual grains, something which resembles small loaves of bread.

### ANOTHER NEW LINE.

Telephone Connections over the County Receive new Addition.

East and south of town telephone lines have been going in during the past two years, also west of town. Now there will be lines south west over a considerable portion of country.

For about a year an effort has been made to build one or more telephone lines south and west of town, but farmers were too busy and nothing came of it until about three weeks ago. Then H. B. Bell, F. E. Spicer and Nic. Mayrath took it up in earnest, put up the money and sent off for enough material to build 16 miles of telephone line. Farmers along this proposed line were invited to join in and help build it. A meeting was held last Saturday in the Phenix club rooms in this city and a company was formed, and money put up to send for phones and build the line at once or as soon as the balance of the material arrives. A good share of it is here all ready.

The new company is named the Dodge City and Wheat Belt Telephone Company. The line will be a single wire and connect with the Dodge City line. It is expected also to run one or more lines south and west as soon as enough subscribers can be secured to make connections with Howell, Esig and Witham lines. Mr. H. B. Bell was made President, Nic. Mayrath, Secretary and J. W. Liggett, Treasurer. It was proposed not to have more than 12 subscribers on one wire. If farmers further west and south build a line it will come into town on their own wire.

The company will take out a charter, and it has permission from the County Commissioners to build along the public highways of the county. This company does not ask donations from the people of Dodge City but is being built by the wheat land owners and farmers in the "Wheat belt" of this county.

### BIG PUMPING PLANT.

For Ford County is a Part of American Sugar Beet Company's Plans.

C. C. Hamlin, attorney for the American Sugar Beet company said a few days ago at Topeka:

"We have already planted \$500,000 in Kansas land near Garden City," said Mr. Hamlin, "and will put another \$1,000,000 within the next twelve months. We hope to have the sugar factory at Garden City completed in time for next year's beet crop. The company contemplates the construction of four more sugar factories in the valley as the industry develops. Most of the beets next year will be raised on bottom land, but the uplands will be under irrigation within a couple of years. Experts say that the water can be conserved better there than any other place in the world where ground is irrigated and that the soil is well adapted for the culture of sugar beets. Our company will not depend in any way on the government irrigation plant at Garden City. We have a plant of our own. In fact, we own three ditches out there now and an interest in the fourth one. We will irrigate on our own hook. We expect to put in a big pumping plant at Dodge City for one of the ditches. We are contracting now with farmers for sugar beets for next year. We expect to get at least 40,000 tons from the country around Garden City next year. This will be a good start."